

Volume 10: Appendices (Onshore)

Appendix 25.1

Detailed Field Inspection

APPENDIX 25.1 DETAILED FIELD INSPECTION

The field inspection sought to assess the site, its previous and current land use, the topography and any additional information relevant to the report. During the course of the field investigation the proposed scheme and its surrounding environs were inspected. The proposed cable route falls almost entirely within the carriageways of existing roads. Where previously unrecorded sites of potential cultural heritage significance were identified during the field inspection, they are discussed below in relation to the greenfield area to which they are closest, as is the cable route itself. The only significant deviations from the existing carriageways outside these greenfield areas are a small widening of the cable route footprint at Ballough (see GF1, CH04) and a small area of greenspace either side of a stream in the townland of Yellow Walls on the R106 Swords Road. No previously unrecorded features were identified within this latter area (Plate 25.1).

The main greenfield areas of the proposed scheme are designated as follows, from north to south;

- LF – Landfall area at northern extreme of the proposed scheme, comprising Fields A, B, C, D, E and F;
- GF1 – Osberstown, north of Ballough (ITM 719337, 755759), comprising Fields V, W and X;
- GF2 – Corduff (ITM 719599, 752612), comprising Fields G, H and I;
- GF3 – Blakes Cross/Daws Bridge (ITM 719804, 751462), comprising Fields L, N, Z and AA;
- GF4 – M1 (Junction 4) crossing (ITM 719041, 749377), comprising Fields O, P and Q;
- GF5 – Abbeyville Demesne, Kinsealy (ITM 721066, 743398), comprising Fields AB and AC;
- GF6 – Belcamp Substation area at southern terminus of the proposed scheme (ITM 719274, 741456), comprising Fields R, S and T.

Landfall (LF) and Grid Facility

The easternmost portion of the landfall area (Fields A-C) lies between the railway line and the beach, gently undulating with a general downwards slope from northwest to southeast towards the low cliffs and beach along the coast (Plates 25.2 and 25.3). Land is under arable cultivation, with field boundaries consisting of mature hedgerow and ditches (Plate 25.4). A stone-built railway bridge (BH02) immediately adjacent to the southern corner carries the line over a footpath accessing the beach along the southern boundary of the area (Plate 25.5). A second, non-protected bridge (CH12) at the northern edge of the area carries the farm access track along the northern edge of the scheme over the railway line (Plate 25.6). A number of other AH and BH sites are located within the vicinity of the landfall area, though none fall within the boundaries of the proposed scheme. The Bell Hill/Sailors Grave cairn (CH040), commemorating the loss of life during the wreck of the Bell Hill in 1875, is located on the shoreline c. 12m east of the northeastern corner of the landfall area (Plate 25.7).

The central portion of the landfall area between the railway line and the R132 consists of one large arable field (Field D), again sloping gradually towards the coast with gentle undulations (Plate 25.8).

The western portion of the landfall area (Fields E and F) consists of two level, arable fields on the western side of the R132, bounded by mature hedgerow and trees (Plate 25.9). The heavily overgrown ruins of a small structure (CH01) were identified on the field boundary at the access point between Fields E and F. The structure corresponds to a well depicted on the 25-inch OS map (Plates 25.10 and 25.11).

No other previously unrecorded features of archaeological significance were identified in the landfall area.

From the landfall area the proposed cable route passes southwards through the town of Balbriggan, passing adjacent to DL01 and DL02. At the southern edge of the town a single storey vernacular cottage lies to the west of the proposed cable route, corresponding to a structure visible on historic OS maps (CH13, Plate 25.12). Further south at Balrothery, the Balrothery Church complex (AH12/BH05), including a National Monument, lies close by to the east of the proposed route. The complex is a significant feature of the landscape at this point, as is (to a lesser degree) the mound, AH10, on the far side of the road (Plates 25.13 and 25.14). Demesne DL03 also lies close by to the east at the southern edge of the village.

Approximately 1km south of Balrothery the proposed route passes two, probably contemporary, single storey vernacular cottages corresponding to structures visible on historic OS maps. The two cottages lie either side of the road, CH14 to the northwest and CH15 to the southeast (Plates 25.15 and 25.16). A further c. 600m southwards along the proposed route the derelict remains of a two-storey vernacular house, marked on historic OS mapping, survive at the eastern edge of the road (CH16, Plate 25.17).

Two further sites of cultural heritage significance were identified along the proposed cable route the north of GF1. CH17 is a renovated single storey vernacular cottage with the derelict remains of a second structure (Plate 25.18), located at the northern end of Hedgestown Lane to the west of the proposed route. CH18 is a partly renovated two storey vernacular house (Plate 25.19) located c. 200m north along the proposed cable route from GF1.

Greenfield 1 (GF1)

The greenfield area at Osberstown is comprised of portions of one arable and two pastoral fields; Field V on the northeastern side of the R132 and Fields W and X on the southwestern side. The latter fields are relatively level and bounded by mature hedgerow and divided by the townland boundary between Oberstown and Ballough. The boundary is delineated by a bank and hedge (Plates 25.20 and 25.21). Field V was under crop at the time of the field inspection (Plate 25.22).

No other previously unrecorded features of archaeological significance were identified in GF1, the historical site of the Bathory Union Workhouse (CH02) lies to the immediate south of Field V; however, whilst most of the workhouse complex is no longer extant, at least two buildings do survive and a boundary wall likely to be associated with the workhouse runs along the eastern boundary of the proposed cable route south of Field V (Plates 25.23 and 25.24). A modern

memorial plaque is mounted on one of the walls, as shown in Plate 25.24. The settlement of Ballough lies c. 400m to the south of GF1 and a former police station building visible on historic OS maps has been replaced by a larger building complex (Plate 25.25). Opposite this building, on the southwestern side of the R132, the proposed cable route widens slightly. In this area a number of buildings associated with the formerly larger settlement are visible on historic OS maps. No extant remains of these buildings were identified although the sites may fall just within the proposed scheme footprint (CH04, Plate 25.26).

The proposed cable route continues south from GF1 along the R132 to Corduff. At the junction with the L11851 Kilhedge Lane, two sites of cultural heritage significance were identified, one on either side of the road. CH19, to the east, is a vernacular cottage which appears to have been significantly altered, and is now derelict (Plate 25.27). CH20 to the west is a derelict range of outbuildings (Plate 25.28). Both are visible on historic OS mapping.

Between 200m and 500m north of GF2 are a milestone (BH10), a water pump (BH09) and a thatched house (BH07). A second house is recorded on the NIAH (BH08), but is apparently no longer extant. A partially ruined structure is present close by to the north, but appears to be a different building (Plate 25.29). This structure corresponds to an L-shaped building on historic OS mapping and immediately bordering the western side of the proposed cable route (CH05). Also immediately bordering the route, on the eastern side at this location is another house visible on the 1909 OS map (CH07, Plate 25.30). Immediately bordering the western side of the proposed route again, c. 120m north of GF2, are three vernacular structures, the southernmost derelict, which are visible on historic OS mapping (CH06/CH22, Plate 25.31). Within the grounds of Corduff national School, to the east of the proposed route at this point, is a renovated vernacular cottage (CH21).

Greenfield 2 (GF2)

The Corduff green field area (GF2) comprises portions of two arable fields (Fields G and H) and one pastoral field (Field I). The former two are relatively level and divided by a deep ditch with a stream at the base (Plate 25.32). The townland boundary between Corduffhall and Thormondtown runs along the southwestern boundary of the scheme (Field G) and is comprised of a ditch and mature hedgerow and occasional mature trees (Plate 25.33). The latter field (I) slopes gently to the southwest from the R132.

Cartographic analysis revealed the sites of a number of post medieval structures within Field I (CH23), no upstanding remains were observed during the field inspection (Plate 25.34). The same is true of a possible mill site (CH39) marked on Rocques 1760 map to the west of Field H. Ruins of vernacular structures on the site of a possible castle to the north of Field H (CH38), remain extant.

No further previously unrecorded features of archaeological significance were identified within GF2.

A short section of the proposed cable route continues south along the R132, bounded by industrial buildings, to GF3.

Greenfield 3 (GF3)

The Blakes Cross greenfield area (GF3) comprises portions of four level arable and pastoral fields (Fields L, N, Z and AA) on the western side of the R132. A stream with a strip of marginal land on the northern side divides Field N from Field L to the south and forms the townland boundary between Coldwinters and Turvey (Plate 25.35). The M1 lies c. 90m to the west of Field N. The fields are bounded by mature hedgerow and trees, with the land bordering the stream covered by scrub and small trees.

Daws Bridge (BH12) carries the R132 over the stream within the proposed scheme at GF3 (Plate 25.36). A further protected structure, a milestone (BH13), lies closely adjacent to the proposed scheme opposite the southern tip of GF3 (Plate 25.37). The milestone sits immediately east of two adjacent vernacular structures (CH24, Plate 25.38).

No further previously unrecorded features of archaeological significance were identified within GF3.

The cable route between GF 3 and GF4 largely follows a significantly widened dual-carriageway section of the R132.

Greenfield 4 (GF4)

The M1 crossing greenfield area comprises arable and pastoral fields (Fields O, P and Q) on either side of the motorway, largely falling within the former demesne of Lissenhall Little (DL04). The fields are level and bounded by mature trees (Plate 25.39). A holy well is recorded on the RMP within the scheme at the southern end of this area, but was infilled in the 1970s, no remains are currently visible on the ground. No sign was visible at ground level of features identified from aerial photography in and north of Field P, designated as CH37.

Southwards from GF4 the proposed cable route continues to follow the dual carriageway section of the existing R132, which is bordered by demesnes DL04, DL05 and DL06, the latter two of which retain demesne walls along the roadside. At the northern edge of Swords, the proposed route leaves the R132 to follow Estuary Road along the southern bank of the Broadmeadow River estuary. Much of this section of the route is bordered by greenspace and a public footpath along the estuary (Plate 25.40). The route turns south and then east, passing through housing estates occupying a number of former demesne landscapes (DL07, DL08, DL09, DL10), before turning south again to follow the R107 Dublin Road along the boundary of Malahide Castle demesne (DL11). The demesne walls of Malahide Castle (BH18c) are noteworthy due to the significance of the demesne as a whole (Plate 25.41). Two gate lodges associated with the demesne (BH18a and b) also fall within the study area of the proposed cable route (Plate 25.42). South of DL11, c. 650m further along the proposed cable route, is a group of early 20th century semi-detached cottages (CH25) at the junction with the L2065 Feltrim Road. Further south, as the proposed route approaches Kinsealy and GF5, a derelict vernacular building (CH26) stands in a field to the east of the route (Plate 25.43).

Greenfield 5 (GF5)

The greenfield area at Kinsaley is comprised of portions of two fields within the demesne of Abbeyville House (DL14). The northern field, Field AB, is a grassed area of former parkland immediately south of the driveway leading to the main house and bordered by strips of mature

woodland (Plate 25.44). The southern field, Field AC, is heavily overgrown and divided from Field AB by a stream forming the townland boundary between Abbeyville and Kinsaley. The stream is crossed by Kinsaley Bridge (BH22, Plates 25.45 and 25.46). Field AC is accessed from the R107 Malahide Road at the southern end of GF5 via a recessed entrance in the demesne walls of DL14 (Plate 25.47) which border GF5 and the proposed cable route along the western side of the road. A milestone (BH21) is also present within the cable route footprint at this point (Plates 25.48 and 25.49). GF5 is accessed at its northern end via the driveway to Abbeyville House. The driveway is bordered to the north at the entrance by the boundary wall of Abbeyville Cottage/‘Cintra’ (CH08/DL34, Plate 25.50).

At the southeastern corner of GF5 the proposed cable route divides, the eastern section running along Chapel Road, the southern continuing south along the R107. On the southern side of Chapel Road at this intersection is a row of terraced cottages which are visible on historic OS mapping (CH09, Plate 25.51), opposite St Nicholas’s Church and National School (BH23). A postbox (BH24) is set into the wall of the school building (Plates 25.52 and 25.53).

The section of the proposed route that continues southwards from Kinsealy along the R107 Malahide Road is bordered by several demesne landscapes of varying size (DL15, DL16, DL17, DL18, DL19, DL20, DL32, see also ‘General’ below). A large two storey vernacular house (CH28) lies c. 650m south of GF5 on the eastern side of the road (Plate 25.54).

The church complex at St Doolaghs (AH30/BH27) is a particularly striking feature of the landscape of this section of the route (Plates 25.55 and 25.56). Whilst most of this site is outside the footprint of the proposed cable route one element, a cross (AH30g), is located at the entrance to the church from the road and may fall just within the proposed route (Plate 25.57). South of the complex a possible estate workers cottage for DL18 (CH29, Plate 25.58) lies to the east of the route and a single storey house to the west (CH30, Plate 25.59).

Further south, at the intersection of the R107 Malahide Road and Limekiln Lane, a stream on the northern side of Limekiln Lane forms the townland boundary between Saintdoolaghs and Burgage to the west of the R107 and Saintdoolaghs and Balgriffen to the east of the R107. A small three arched stone bridge (CH10) carries the R107 over the stream, within the footprint of the proposed cable route (Plate 25.60). The bridge is depicted on historic OS mapping, named as ‘St Doolaghs Bridge’ on the 1909 map.

Fingal Burial Ground lies immediately adjacent to the proposed cable route to the east at this point. Opposite the southwestern corner of the burial ground is the Balgriffen Inn and adjacent shops (CH11, Plate 25.61), originally four terraced buildings marked on the 1909 OS map. South of the pub, a postbox, BH32, appears to have been removed.

From here the proposed cable route continues along the R107 to join the R139 Clarehall Avenue, the eastern arm of the route also rejoins at this point.

From Kinsealy the eastern arm of the proposed cable route follows Chapel Road east before turning south along the R124 Drumnigh Road, several houses and cottages of cultural heritage significance were identified along Drumnigh Road (CH31, CH32, CH33, CH34, CH35, CH36).

The route follows a new section of the L2145 Hole in the Wall Road and the bridge carrying it over the River Mayne. A short loop section of the proposed route also follows the original Hole in the Wall Road at this point. The route continues south to meet the R139 Clarehall Avenue, turning west to follow it and rejoin the western section of the route. Demesne landscapes DL26, DL27, DL28 and DL29 have all been largely redeveloped with housing estates and the Clarehall shopping centre.

The National Monument of Grange Abbey church and graveyard (AH36) lies in an area of greenspace (formerly the graveyard) at the southeastern extreme of the proposed cable route (Plate 25.62). It is not clear if the low wall surrounding the site along the boundary of the proposed cable route is the wall of the graveyard or the demesne wall of DL27 in which it sits, although it is likely to be both. Modern sculpted panels are included on the gateway into the greenspace from the road (Plate 25.63).

Greenfield 6 (GF6)

The Belcamp greenfield area at the southern terminus of the proposed scheme comprises two large pastoral fields (Fields R and S). The area is flat and level and bounded by mature hedgerow and trees (Plate 25.64). A stream flowing along a deep ditch through the southern side of Field R forms the townland boundary between Belcamp and Dublin (Plate 25.65) and a smaller treelined ditch forms the boundary between Belcamp and Clonshagh dividing Field R from Field S, although the ditch does not continue through the proposed cable route, the boundary being unmarked physically at this point (Plate 25.66). The final section of the proposed cable route follows a metalled trackway through these two fields to Belcamp Substation (Plate 25.67).

Ruins associated with the former Belcamp House (BH33) lie closely to the south of Field S, the high brick-built garden wall is within the boundary of the scheme at this point (Plate 25.68). Field R falls within the former demesne of Belcamp House (DL21).

Scatters of possible stone rubble are present within Field R, particularly to the south and there is some indication that the area has been used for landfill (Plate 25.69).

No previously unrecorded features of archaeological significance were identified at GF6.

General

As previously discussed, the proposed cable route falls almost entirely within existing roadways, mostly single carriageway but with sections of dual carriageway included for c. 1.4km south of the M1 crossing (GF4,) and at the southern end of the proposed scheme along the R139 Clarehall Avenue. The roadways largely correspond to roads depicted on historic OS mapping and whilst no previously unrecorded features associated with these historic routeways were identified during the field inspection, a number of milestones are recorded within or immediately adjacent to the proposed cable route. Typically, these are standalone features in the northern half of the proposed scheme (for example BH06, Plate 25.70), whilst in the southern half they are typically built into demesne walls that border the road (for example BH29, Plate 25.71).

The majority of the demesne landscapes identified within the study area border the proposed cable route and many retain demesne walls which run along the roadside (DL05, DL06, DL11,

DL14, DL15, DL16, DL17, DL18, DL19, DL20, DL23 and DL25). Recessed entrances are present adjacent to the proposed cable route at DL11, DL14, DL15, DL16, DL17 and DL18. Of particular note are the walls at Abbeyville Demesne (DL14, Plate 25.48), as they fall within the footprint of the proposed scheme dividing GF5 from the cable route.



Plate 25.1 Greenspace and stream crossing, Swords Road, facing east



Plate 25.2 LF Field A, facing southeast



Plate 25.3 East side of LF Field C along coast, facing North



Plate 25.4 Boundary between LF Fields A and B, facing east



Plate 25.5 Railway bridge BH02, facing west



Plate 25.6 Railway bridge CH12 and access track, facing west



Plate 25.7 Bell Hill cairn CH40, facing north-northwest



Plate 25.8 LF Field D, facing south



Plate 25.9 LF Field F, facing west



Plate 25.10 Overgrown well structure CH01, facing northeast



Plate 25.11 Detail of southern corner of CH01, facing north



Plate 25.12 CH13, facing southwest



Plate 25.13 Balrothery Church complex (AH12/BH05), the tower at the right is a National Monument, facing south



Plate 25.14 Mound AH10, facing west



Plate 25.15 CH14, facing southwest



Plate 25.16 CH15, facing northeast



Plate 25.17 CH16, facing northeast



Plate 25.18 2 CH17, facing north



Plate 25.19 GF2 CH18, facing south



Plate 25.20 GF1 Field W, facing north



Plate 25.21 GF1 Field X and townland boundary, facing west



Plate 25.22 GF1 Field V, facing northwest



Plate 25.23 Extant structure within CH02, facing east



Plate 25.24 Wall and entrance of CH02, facing northeast



Plate 25.25 Site of former police station, facing east



Plate 25.26 Site of CH04, facing southeast



Plate 25.27 CH19, facing northeast



Plate 25.28 CH20, facing southwest



Plate 25.29 CH05 and site of BH08 (left of structures), facing west



Plate 25.30 House CH07 and water pump BH09, facing southeast



Plate 25.31 CH06, facing north



Plate 25.32 GF2 stream dividing Fields G and H, facing southeast



Plate 25.33 GF2 Field G and townland boundary, facing northwest



Plate 25.34 GF2 Field I (CH23), facing southwest



Plate 25.35 GF3 Field L, marginal land along townland boundary, facing west



Plate 25.36 Daws Bridge (BH12), facing northeast



Plate 25.37 Milestone BH13, facing northwest



Plate 25.38 CH24, facing west



Plate 25.39 GF4 Field O, facing northwest



Plate 25.40 Coastal margins adjacent to Estuary Road, facing northwest



Plate 25.41 Malahide Castle demesne walls (DL11), facing northeast



Plate 25.42 Malahide Castle gate lodge (BH18a), facing east



Plate 25.43 CH26, facing east



Plate 25.44 GF5 Field AB, facing south



Plate 25.45 GF5 Field AC and townland boundary, facing north



Plate 25.46 Kinsaley Bridge (BH22), facing northeast



Plate 25.47 Recessed entrance to DL14, Field AC, facing west



Plate 25.48 Proposed cable route along R107 and demesne walls of DL14, facing south



Plate 25.49 Milestone BH21 in demesne wall of DL14, facing west



Plate 25.50 Driveway to Abbeyville House (DL14), boundary wall to CH08, facing west



Plate 25.51 Chapel Road, cottages CH09, facing southwest



Plate 25.52 St Nicholas's Church BH23, facing northeast



Plate 25.53 Postbox BH24, facing northwest



Plate 25.54 CH28, facing east



Plate 25.55 St Doolaghs Church (AH30/BH27), facing southwest



Plate 25.56 St Catherine's and St Doolaghs well structures (BH27b/AH30e and f), facing southwest



Plate 25.57 Cross AH30g, facing west



Plate 25.58 CH29, facing northeast



Plate 25.59 CH30, facing southwest



Plate 25.60 Bridge CH10, facing northeast



Plate 25.61 Pub and shops CH11, facing southwest



Plate 25.62 Grange Abbey and graveyard (AH36), a National Monument, facing southeast



Plate 25.63 Wall of National Monument AH36, including modern sculpture, facing north



Plate 25.64 GF6 Field R, facing west



Plate 25.65 GF6 Field R townland boundary (Blecamp/Dublin), facing southwest



Plate 25.66 GF6 Field S and townland boundary (Belcamp/Clonshagh), facing north-northwest



Plate 25.67 GF6 cable route along trackway to substation terminus, facing northeast



Plate 25.68 Garden walls of BH33, facing northeast



Plate 25.69 Possible disturbance in GF6 Field R, facing west



Plate 25.70 Milestone BH06, facing west



Plate 25.71 Recessed entrance in demesne walls of DL17, milestone BH29 visible to right of gate, lodge BH30 in background, facing southwest